

NINE SHIPS ARE SUNK

THREE GERMAN SUBS SHOOTING

German Submarine Warfare Brought to the American Side of the Atlantic Ocean is Being Pursued Relentlessly South and Southeast of Nantucket Now.

FLOTILLA OF GERMAN SUBMARINES MAY BE GATHERED

American Destroyers Are on the Scene So Thick That the Commander of One of the Submarines Asks Two of Them to Make Way for Him to Blow Up His Prey.

(By Associated Press.)

BOSTON, Oct. 9.—German submarine warfare brought to this side of the Atlantic Sunday was pursued relentlessly throughout the night. With the dawn came reports of more vessels torpedoed and sunk. The captain of the Nantucket lightship, off which the attacks on passenger and freight ships were made, reported that three German submarines were operating south and southeast of Nantucket and that a total of nine vessels had been destroyed.

The identity of three of this number was unknown but ships from the American destroyer flotilla at Newport were searching the seas for the crews that were supposed to have taken to their small boats.

Rushing to give battle to the submarines, three British cruisers were off Nantucket shoals at 4:40 o'clock this morning. This was the first appearance of any warships of the British and French patrolling fleet in that vicinity since the submarines began their attacks at 6 o'clock yesterday morning.

The passengers and crews of the Red Cross steamer Stephano, and the crews of the British freighters Strathdene and West Point, and the Dutch freighter, Bloemerdijk, and the Norwegian freight steamer, Knudsen, destroyed yesterday, were landed at Newport, R. I., today.

The crew of the British freighter Kingston was missing this morning, but the men were reported to be in lifeboats thirty miles southeast of Nantucket.

Early today the submarine or submarines had not been identified but there is no doubt in the minds of naval officers that one of the engines of destruction was the German U-53 which delivered mail for the German ambassador, Count von Bernstorff, at Newport Saturday. The belief is growing that the U-53 is only one of a flotilla of German submarines gathered for attacks on vessels of the Allied nations and neutral bottoms carrying contraband of war. Their operations so far as known have been south and southeast of Nantucket island and from three to ten miles off shore.

The American steamer Kansas which was held up by a submarine off Nantucket at 4:30 o'clock yesterday morning arrived here today. Its captain said he had turned back in response to the signals of distress from the West Point, but finding that his assistance was not required, he proceeded to Boston.

AMERICAN DESTROYERS WITNESS DESTRUCTION

(By Associated Press.)

NEWPORT, R. I., Oct. 9.—Eye witnesses' stories of the torpedoing of passenger and freight steamers by German submarines off Nantucket yesterday were told today.

According to a report brought by officers of a flotilla of United States destroyers, which picked up passengers and crews of several of the vessels destroyed, nine ships were sunk.

One is U-53.

One of the submarines is supposed to have been the U-53 which visited this city Saturday, and another was declared to be the U-61. Mrs. Henry B. Wilson, of Williamstown, Mass., a passenger on the Stephano, one of the vessels sunk, said that an officer and several of the crew told her that they had distinctly seen the name U-61 on the submarine that attacked their ship.

Six vessels are known to have been sunk and the report that the total was nine was based on a statement of the captain of the Nantucket shoals lightship, near which the attacks took place. The captain said that three submarines were engaged.

German Supply Ship.

One of the destroyer Balch's crew said that he saw a German supply ship attacking the submarines.

The American destroyers witnessed the destruction of some of the vessels. In one instance the American boats were so thick on the scene that the German submarine commander asked the destroyers Benham and MacDougall to make way for him to blow up his prey.

Story of Sinking.

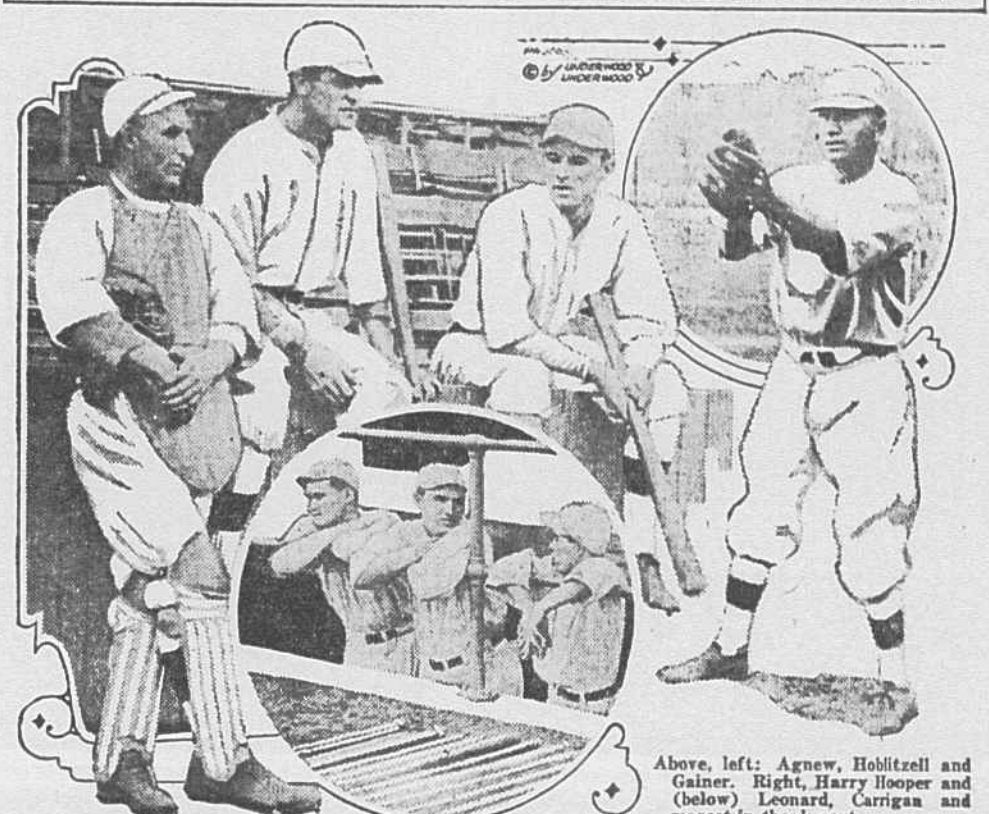
The story of how ships came within range of a U-boat rader so fast off Nantucket Sunday that it had to keep one waiting while it disposed of another, was told today by Arthur Gray, wireless operator on the Norwegian steamer, Christine Knudsen.

"We heard the sound of firing some time before the submarine hove in sight," Gray said today, "but we had no idea what it all meant. By the time we had discovered that a submarine was operating in our vicinity it was too late to escape. When we came on to the scene of action the undersea boat was engaged with the British ship, Stephano. While the passengers and crews of the Stephano were disembarking, the U-boat ran alongside the Knudsen and ordered us to steam over nearer the Stephano.

Told to Pack Up.

"We were told to pack up our belongings and leave the ship, which we at once began to do. We had plenty of time to get off while the submarine was disposing of the other vessels. We had rowed some distance away before submarine fired on the Knudsen. It fired at least 150 shots and these not having the desired effect it cut loose a torpedo

RED SOX SEEM CONFIDENT WHILE THEIR TITLE IS CHALLENGED



Above, left: Agnew, Hoblitzell and Gainer. Right, Harry Hooper and (below) Leonard, Carrigan and mascot in the dugout.

The Boston Red Sox, world's champions, seem to be confident of retaining their title. The Brooklyn Dodgers haven't made them very nervous yet. In the dugout, in practice before the game and between innings the Red Sox are as much at ease as though an ordinary season's game was being played.

FIVE WIN \$50 CASH BONUSES

Watts-Lambert Employees Are Rewarded for Faithful Service during the Year.

Two years ago the Watts-Lambert Company inaugurated a plan of rewarding the prompt and faithful services of its employees. A check for \$50 is given to each employee, who, for the period of one year, is promptly and continuously at work every day. The following employees have just completed a year during which they have met the requirements of the plan and have each received a bonus check for \$50: O. R. Sartor, Lydia Walls, Nina Batson, Harry L. Williamson and J. J. Lear, Jr.

Since the adoption of the plan two years ago the Watts-Lambert Company has distributed twenty-one \$50 checks among sixteen different employees, five of whom have received the checks two years in succession. Several other salespeople in the store of the company are in line to receive the \$50 bonus, having complied with the conditions governing the plan during the greater part of the year.

might easily reopen the whole submarine question.

The threatened complications with the Allies lies in their contention that submarines, because of their nature, should be excluded from all neutral ports. Today's London despatches quoting from the Marrecment memorandum to the effect that such a view has been set out in the recent memorandum sent by the Allies to neutral governments, contained the first intimation received here that anything in the nature of a formal representation had been made.

The position of the United States as far as it has been announced has been to decide on its merits the case of each submarine entering an American port. Inasmuch as the German submarine, which left Newport Saturday took no supplies, asked for no privileges and departed almost immediately, it is not thought it raised any issue.

WHOOPIING COUGH FATAL.

Funeral services over the body of Zeda Danaok, aged one year, daughter of Mr. and Mrs. Lawrence Danaok, of Mt. Clare, who died at 4 o'clock Monday morning following a short illness of whooping cough, were held at the home Monday afternoon and the burial was in the Holy Cross cemetery here.

LARGE STEAMER SENT TO BOTTOM

By a German Submarine but More Than 1,000 on Board Are Picked Up.

PARIS, Oct. 9.—The steamship Gallia, an auxiliary cruiser carrying 2,000 Serbian and French soldiers, was torpedoed and sunk on October 4 by a submarine. Thirteen hundred men picked up by a French cruiser and landed in boats on the southern coast of Sardinia have been accounted for thus far. The Gallia was a 15,000 ton ship, 574 feet long and sixty-four feet beam. It was built in the Seine in 1913 and was owned in Bordeaux. It was one of the largest vessels sunk by submarines during the war, having been only 700 tons smaller than the White Star liner Arcturion.

Special Trains for The Hughes Meeting

So many people are coming to Clarksburg Wednesday morning to hear Charles E. Hughes, Republican presidential nominee, deliver a campaign speech that it has become necessary to operate special trains in order to take care of the traffic. Arrangements were completed Monday by officers of the Baltimore and Ohio railroad and the Republican state executive committee for the operation of these special trains as follows:

One special will be operated over the main line of the Baltimore and Ohio railroad from West Union to Clarksburg and return, leaving West Union at 7 a. m., and arriving at Clarksburg at 8:30 a. m. Returning the train will leave Clarksburg at 11 a. m. The special will stop at intermediate points both ways.

Another special will be operated over the Short Line branch of the Baltimore and Ohio from Pine Grove to Clarksburg and return, leaving Pine Grove at 6 a. m., arriving at Clarksburg at 8:30 a. m. and returning at 11 a. m. Stops will be made at intermediate stations both ways.

EXCISE TAX CASE IS BEING ARGUED

In Federal Court Here before Three United States Circuit Court Judges.

Constitutionality of the law enacted by the legislature of this state in 1915, placing an excise tax on corporations, is attacked in a suit before Judge Jeter C. Pritchard, senior justice of the United States court for the Fourth circuit; Judge Charles A. Woods, junior justice of that court; and Judge Edmund Waddill, Jr., judge of the eastern district of Virginia. Judge A. G. Dayton, of this state, was ineligible to sit in the case, being a resident and taxpayer of the state.

The suit was brought by the Baldwin Tool Works, of Parkersburg, and numerous other corporations, domestic and foreign, against Fred O. Blue, state tax commissioner, and another. Among the plaintiffs are the D. E. McNeil Pottery Company, the West Fork Glass Company, the Hazel-Atlas Glass Company, the Grasselli Chemical Company, and the Pearlman Company, all of Clarksburg.

The plaintiff companies contend in their bill that the state law violates the federal constitution in several particulars, namely:

An attempt to regulate commerce between the states.

An attempt to impair contracts.

An attempt to bridge equal privilege and immunity among the people of the state.

An attempt to deprive the people of life and liberty, or property without due process of law.

The plaintiffs are represented by Nelson G. Hubbard and George R. E. Gilchrist, both of Wheeling; and S. E. Swartz and E. B. Templeman, both of Clarksburg. The state is represented by Fred O. Blue, state tax commissioner, and A. A. Lilly, attorney general. Messrs. Gilchrist and Lilly are not present.

The arguments were opened by Mr. Hubbard shortly before noon Monday.

OPERATION IS SUCCESSFUL.

Mrs. Myrtle Graves, of Seventh street, Northview, who underwent a surgical operation Sunday morning at her home, is getting along nicely, her many friends will be glad to learn.

LARGE CROWD OUT FOR GAME

PROPHETIC WORDS.

Immediately upon the shock of the Lusitania's horror, while all the world waited, expectant, for the government of this great country to make good its words by action, we were told and the world was told that America was "too proud to fight," and nothing was done, and nothing has ever been done. No one has been held to accountability. A year and more later, after more sinking of passenger ships and drowning of American passengers, upon the president's declaration to Congress that if such things continued to be done he would be obliged to break off diplomatic relations, Germany suspended its practice of aggression. It may resume it tomorrow. Its statesmen are now discussing the resumption of it. It made no amends for the past and it made no binding promise for the future.—ELIHU ROOT.

For the Second Game of the World's Series between Boston and Brooklyn Teams.

WEATHER IS VERY GOOD

Scenes Today Are Described as the Same as Those of Saturday on the Field.

(By Associated Press.)

BOSTON, Oct. 9.—Again today the Brooklyn Nationals and the Boston Americans met in the series to determine the world's baseball champions of the year. The scenes were the same as those of Saturday, Braves' field and its spacious stadium providing the setting for the title contest. Another large crowd was out.

The atmospheric conditions were slightly less attractive than on Saturday, but the cloudy skies were hardly threatening as the temperature had fallen to an uncomfortable degree. The probable line-up:

Boston:	Brooklyn:
Hooper, rf.	Johnston, rf.
Janvrin, 2b.	Daubert, 1b.
Shorten, sf.	Myers, cf.
Hoblitzell, 1b.	Wheat, lf.
Lewis, lf.	Cutshaw, 2b.
Gardner, 3b.	Mowrey, 3b.
Scott, ss.	Olson, ss.
Thomas, c.	Miller, c.
Ruth, p.	Coombs, p.

The position of the umpires was expected to be Dineen, American League, behind the plate; Quigley, National League, on the bases; Conolly, American League, right field; O'Day, National League, left field.

SHIPERS ARE URGED TO USE PROMPTNESS

In the Removal of Freight from Warehouse So as to Expedite Local Shipping.

(By G. W. Dudderar, Secretary of Board of Trade.)

We have been keeping in close touch with conditions at the Baltimore and Ohio freight house relative to the delay of city freight, and while at times during the last two months there have been some trying delays in connection with the unloading of L. C. L. merchandise, it has nevertheless been apparent that the railroad company has been making every possible effort to meet the demands made upon it and for some days past has been unloading cars promptly as they come in. In connection with this matter, however, our shippers could give material assistance and real cooperation, to the end that we have better service, by removing freight from the warehouses more promptly.

Investigation today shows that the local freight house is very much congested, considerable freight being left for the full forty-eight hours of free time allowed. This condition, of course, contributes materially to the difficulties confronting the railroad company in prompt unloading.

Of course, there is a real need of additional facilities, and Vice President Thompson, when here in July, agreed to provide an extension of 150 feet to the present freight house, and we had assurances from General Manager Davis, when here recently, that this proposed extension which is now decided will be 175 feet, is being hurried as much as possible. In the meantime, the board of trade would urge upon our people the wisdom of moving freight from the warehouse as soon as possible, and thus contribute materially to the unloading and handling of merchandise.

I am sure it will be interesting to our people to know that the month of September shows the heaviest of freight receipts in the history of the local station and this is a pretty good indication of the rapid increase in the volume of trade in our community. According to present indications Clarksburg will be a \$3,000,000 station this year exclusive of revenue from the coal business, and this statement is based upon actual figures, not upon speculation.

Let's continue to pull together for the further development of the "Industrial heart of West Virginia."

DEATH ANGEL CLAIMS MRS. BENNINGHAFFEN

Mother of Mrs. Charles L. Ford Dies in Hospital Following Short Illness.

Mrs. Matilda Haynes Benninghaffen, aged 70 years, died at 2 o'clock Sunday morning in a local hospital following an operation for locked bowels. Mrs. Benninghaffen was taken ill Friday and her condition grew gradually worse until 1 o'clock Sunday morning when she was rushed to the hospital and the operation performed. Funeral services were scheduled to be held at 4:30 o'clock Monday afternoon at Christ Episcopal church, with the Rev. Harry Lee, pastor of the West-

ton church, in charge of the services. The funeral party will leave at 6:05 o'clock Monday evening for Hamilton, O., where the burial will be held.

Mrs. Benninghaffen had lived in this city for the last eighteen years. She made her home with her daughter, Mrs. Charles L. Ford, at her home at Monticello addition. Surviving relatives of the deceased woman are Mrs. Charles L. Ford and Miss Tillie Benninghaffen, daughters; Mrs. Robert Stutler, a granddaughter; Mrs. George Hull, of Cleveland, O., a sister; and Albert Haynes, of Newport, Ky., a brother. Mrs. Robert Stutler, who was in Lexington, Va., when her grandmother died, arrived home Monday morning.

DENTISTS

Of the Valley Hold a Meeting at Fairmont and Elect Officers.

The Monongahela Valley Dental Society held a meeting in Fairmont Saturday night and elected officers for the year as follows:

Dr. Fred Hess, of Fairmont, president.

Dr. C. H. Layman, of Fairmont, vice president.

Dr. L. A. Starke, of Shinnston, secretary-treasurer.

The principal speaker of the evening was Dr. L. J. Walker, of Fairmont, who gave an interesting review of the national meeting recently held at Louisville, Ky.

The next meeting of the society will be held at Gratton, Saturday night, December 7.

Drs. J. S. Stone and R. D. Rumbaugh, of this city, attended the Fairmont meeting.

BURIAL AT CRESTON.

Miss Myrtle McEldowney, aged 22 years, died at 12 o'clock, noon, Sunday, at her home at Northview, following a long illness of ulcers of the stomach. The body was prepared for burial and taken to Creston Monday morning on Baltimore and Ohio passenger train No. 3, where the funeral services and burial will be held. The deceased girl was a daughter of Mr. and Mrs. George McEldowney.